विमान-वाहक पोतों का स्वदेश में निर्माण किया जाना

*365. **श्री वाई.पी. त्रिवेदी** : क्या **रक्षा** मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या भारत ने विमान वाहक पोतों का निर्माण कार्य स्वदेश में ही शुरू कर दिया है;

(ख) यदि हां, तो कब से और भारत में ऐसे कितने पोतों का निर्माण किया जाएगा;

(ग) क्या ऐसे पोतों के सफल स्वदेशी निर्माण से देश को इन्हें अन्य देशों से खरीदने की आवश्यकता नहीं होगी; और

(घ) इस समय भारत के पास ऐसे कितने विमानवाहक पोत हैं?

रक्षा मंत्री (श्री ए.के. अन्तोनी): (क) से (घ) एक विवरण-पत्र सभा पटल पर रखा जाता है।

विवरण

(क) से (घ) इस समय एक विमान-वाहक पोत का विनिर्माण देश में किया जा रहा है। स्वदेशी-विमान वाहक पोत के लिए सरकार की मंजूरी नवंबर, 2002 में प्रदान की गई थी। स्वदेशी विमान-वाहक पोत का निर्माण कार्य कोच्चि शिपयार्ड लिमिटेड में चल रहा है जिसका 2010 में जलावतरण किए जाने का कार्यक्रम है। तथापि, इस पोत की सुपुर्दगी 2014 में किए जाने की संभावना है।

वांछित बल स्तर बनाए रखने की आवश्यकता की वजह से नौसेना में पोतों और विमान-वाहकों को शामिल किया जाता है। भविष्य में विमान-वाहकों की आवश्यकताओं की पूर्ति अपेक्षित क्षमताओं एवं परिकल्पित समय-सीमा के आधार पर स्वदेशी अथवा विदेशी स्रोतों से की जा सकती है।

इस समय भारत के पास एक विमान-वाहक पोत है।

Indigenous manufacturing of aircraft carrier vessels

*365. SHRI Y.P. TRIVEDI: Will the Minister of DEFENCE be pleased to state:

(a) whether India has now undertaken the manufacturing of aircraft carrier vessels indigenously;

(b) if so, since when and how many such vessels are going to be manufactured in India;

(c) whether with successful indigenous manufacturing of such vessels, the country would not require to procure them from other countries; and

(d) the number of aircraft carrier vessels with India at present?

THE MINISTER OF DEFENCE (SHRI A.K. ANTONY): (a) to (d) A Statement is laid on the Table of the House.

Statement

(a) to (d) Presently one aircraft carrier is being built indigenously. The Government sanction for the indigenous aircraft carrier was accorded in November 2002. The construction of the Indigenous Aircraft Carrier (IAC) is progressing with the scheduled "launch" in 2010 at Cochin Shipyard Limited (CSL). However, the final delivery of the ship is likely in 2014.

Induction of ships in the Navy, including aircraft carriers, is driven by the need to maintain the desired Force Levels. Future requirements of aircraft carriers could be met either from indigenous or

*Original notice of the question was received in Hindi.

from foreign sources depending on the required capabilities and envisaged time frames.

Presently, India has one aircraft carrier vessel.

SHRI Y.P. TRIVEDI: Sir, the project for aircraft carrier was summoned in 2002 and the delivery is to be given in 2014. It is inordinately a long time for an aircraft carrier which is, sometimes, described as a "white elephant". My question is this. India manufactured the nuclear submarine. It joined an exclusive club which has only five members – U.S., Russia, U.K., France and China. How many countries are manufacturing aircraft carriers at present and in which club are we joining?

SHRI M.M. PALLAM RAJU: Sir, the manufacturing of an aircraft carrier is a very complex project and there are a very few countries, in the world, which have the capability to manufacture an aircraft carrier. Right now, they are limited to the U.S., U.S.S.R., Germany, United Kingdom and, possibly, China.

SHRI Y.P. TRIVEDI: Possibly or definitely?

MR. CHAIRMAN: Second supplementary, please.

SHRI Y.P. TRIVEDI: Sir, I want to know what will be the range of these aircraft and whether they will be held effective as the nuclear submarine which has, eventually, been filled up with crude missiles. What will be the range of the aircraft which are posted on the aircraft carrier?

SHRI M.M. PALLAM RAJU: Sir, the endurance of the aircraft carrier is about 8,000 nautical miles and the endurance of the aircraft on board the aircraft carrier will depend on the type of aircraft that we have and as per the operational requirements.

Sir, the Navy has a well-defined maritime capability perspective plan which defines the force capability that is needed for our protection and safeguarding the Indian Ocean region. As far as the aircraft carriers and the other warships are concerned, we have a capability dominant machine-based approach for our force level planning. We envision that we need to have, at least, two aircraft carriers operational at a given time. Therefore, we need three aircraft carriers to be with us. Similarly, we do a similar planning, as far as warships and submarines are concerned.

MR. CHAIRMAN: Shri Tiruchi Siva.

श्री सत्यव्रत चतुर्वेदी : सर, माननीय मंत्री जी ने मेरे सवाल का पूरा जवाब नहीं दिया। यह तो बताया कि आवश्यकता होगी, लेकिन सवाल यह है कि इस आवश्यकता की पूर्ति कैसे करेंगे? जो एयरक्राफ्ट कैरियर 2010 में बनकर तैयार होना था, वह 2014 तक तैयार नहीं होगा। आगामी वर्षों के लिए आपके पास क्या योजना है, कैसे पूर्ति करेंगे? वह नहीं बताया।

श्री सभापति : अब आप सब कुछ पब्लिकली पूछना चाहते हैं।

SHRI M. M. PALLAM RAJU: Sir, for our force level planning, we are taking all measures that are needed, including utilising the indigenous private capacity that is available within the country and also placing orders abroad. We hope to make up for lost time. But we are surely getting them.

SHRI TIRUCHI SIVA: Sir, I would like to know the explanation of the Government for the gap period between 2010 and 2014, between launch and delivery. Within these 12 years, from sanction to delivery, the technology would have advanced so much internationally. Will the construction of this carrier match with the present day technology which is advanced?

SHRI M. M. PALLAM RAJU: Sir, although the project was sanctioned in 2002, the actual construction of the aircraft carrier began only in 2006. We have the requisite in-house expertise for the basic platform design, but for the subsequent advanced weapon systems and other major systems that constitute the aircraft carrier, this is incorporated into the design. We are also aware of the developments that are taking place. The launch is scheduled for 2010, but the operationalisation could be a little later, beyond 2012.

SHRI PRASANTA CHATTERJEE: Thank you, Sir, it has been very recently revealed that the CAG in its report had pointed that India is paying US dollars 522.57 million for Gorshkov aircraft carrier, which was originally contracted for US dollars 27 million in January 2004. The audit has expressed its unhappiness for not providing full cooperation and access to by the Navy and opined that monitoring and supervision of the project was surprisingly lax. My question is: Under what circumstances is the Defence Ministry and the Government buying a second-hand Russian version which has now completed half of its life-span and is 60 per cent more expensive than a new aircraft carrier? This is my question.

SHRI A. K. ANTONY: Mr. Chairman, Sir, the Government is a continuing one. According to my understanding, as per the records, the Government of that day decided to procure an aircraft carrier that was available in Russia. The Russian Government, at that time, expressed its willingness to gift its aircraft carrier at a cheaper price. Even before that, from 1994 onwards, our Navy was searching for an aircraft carrier from anywhere in the world. They continued their search from all available sources. As my colleague has mentioned earlier, there are only a very few countries in the world which are manufacturing the aircraft carriers. After an elaborate search, they realised that, either no country was in a position to give an aircraft carrier that India needs or no other country other than Russia was willing to give an aircraft carrier to India because of the prevailing situation at that point of time.

At that time, Russia was the only country which offered and said that even though it was an old aircraft carrier, we are willing to give it to you. So at that time, the Government of the day took a decision in consultation with the Navy and as per the request of the Navy, started negotiations with the Russian Government and a contract was entered into with the Russian Government in 2004 to procure an aircraft carrier. But after sometime, Russia faced a lot of internal difficulties because most of the components of this aircraft carrier were produced in Ukraine. Ukraine was supplying these to the Soviet Union. There started some problem. They were not able to complete certain things. They also informed the Government and the Navy that when the contract was entered into, they were not

able to assess the extent of repair it needed, they were not able to assess the extent of equipment it needed. So they demanded a fresh price. I agree with the hon. Member that the Russian Government now has demanded a substantially huge amount for this aircraft carrier.

SHRI PRASANTA CHATTERJEE: Will the Government come out with a 'White Paper' on this?

SHRI A.K. ANTONY: I am answering your question. Be patient. We have not entered into any new contract with Russia to procure an aircraft carrier so far. Only negotiations are going on. Recently, there was one round of contract negotiations with the Russian Government and the aircraft company. But it is inconclusive. One thing I can assure the hon. Member and the House that before taking a final decision in regard to this contract, we will assess and we will go through all the criticism levelled from all quarters, including the CAG. After verifying everything, we will enter into a contract. At the present stage, only negotiations are going on. Nothing has been decided finally.

Failure of the Mini-Ministerial talks at WTO

*366. SHRI RAJKUMAR DHOOT: Will the Minister of COMMERCE AND INDUSTRY be pleased to state why is our Government continuing to engage in negotiations at the WTO on the Doha round after the failure of the Mini-Ministerial talks at the WTO in Geneva and given the fact that the US Government cannot make any clear commitments at the present juncture?

TME MINISTER OF COMMERCE AND INDUSTRY (SHRI ANAND SHARMA): A Statement is laid on the Table of the House.

Statement

Following the impasse in the talks at the mini-Ministerial meeting of the World Trade Organisation (WTO) held in July 2008, the general opinion amongst all the WTO member countries was that the negotiations should resume at the earliest opportunity for successful conclusion of the Doha Round.

Further, the global economic crisis has occupied centre stage at most major international meetings in the recent past such as the G-20 held in London in April 2009 and the CAIRNS group meeting held in Bali in June 2009. At the G-20 Summit leaders of all the participating nations, including the US and India expressed their commitment to reaching an ambitious and balanced conclusion to the Doha Development Round.

India is committed to a rule-based multilateral trade regime that is fair and equitable and, towards this end, an early conclusion of the Doha Round is important; India is willing to take part in the negotiations at the WTO provided the core concerns of the Round, namely the development concerns of developing countries are addressed. Towards this end, India has been engaging constructively and actively with other fellow Member countries of the WTO.